

MARITIME INTELLIGENCE

62- All packages and letters intended for the New York
 Herald should be sealed.
 ALMAZAR for New York—THIS DAY.
 10 BIKES..... 6 25 MOON SITE..... 475 7 15
 10 BIKES..... 5 00 HUGH WATSON..... 475 9 44
 Port of New York, March 6, 1836.

CLEARED
Steamship Rina (Br. Miller, Havre—E. Cunard).
Ship Thornton, Collins, Liverpool—Williams & Guion.
Ship Westminster, Hitz, New Orleans—Stanton & Thompson.
Ship Far West, Bennett, New Orleans—J. T. Frost.
Ship Metropolis, Lardner, Boston—F. Leland.
Barb Ark, Clemens, Port au Prince—O. L. & A. Fortin.
Hers. B. B. Johnson, Crockett, Massena—P. Church & Co.
Ship W. T. Dugan, Thomas, Port au Prince—Voss, Livingston.
Ship Gen. Taylor, Waterman, Port au Prince—Voss, Livingston & Co.
Ship Panama, Cook, Cape Haytien—B. F. Metcal.
Ship Anita Owen, Kay, Neptune—Pech, Church & Co.

Brig Mary J Cobb, Cornwall, Portland—E J. Veach
 Brig & Gunboat, Lloyds, Grenada—Chase & Small
 Sch J C Patterson, Hadd, Georgetown—A. Smith
 Sch J W Webster, Bennett, Charleston—Scranton & Tall
 Sch J K Jewett, Oliver, Washington—Van Brunt & Slaght
 Steer Wake, Herndon, Wilmington—E & Powell
 Steer Yorktown, Wagon, Clo Point—Jas Hunter & Co
 Steer & A Wetmore, Rogers, Richmond—H P Hiram
 Steer Grace Carolina, East, Philadelphia—Jas Hand
 Steamer M Sanford, Rand, Philadelphia—Sandford's Line

ARRIVED.
 Ship Independence (of New Bedford), Haskell, Manila Oct
 1855. Arrived Nov 15, with sugar, platina, &c. to order.

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oliver for No. York.
 Rich. Scepton (of Belfast), Dual, Cardenas, 15 days, with
 one day and more or less.
 Scar Mary Wm (of Rockland) Crockett, Agassiz, 28 Feb,
 at 6 o'clock to 9 o'clock. 1st ins., lat 29 10, lon., as per
 longitude, of Bath, bound westward.
 Scar Carthy, Wadsworth, Wilmington, NC.
 Scar F. Johnson, Onkint, Hartford, NC.
 Scar H. V. Brown, Bingham, Richmond, 8 days.
 Scar Newell Cushman, Richmond, 4 days.
 Scar Brooks, Hill, Philadelphia, Hoff, Norfolk, 4 days.
 Scar Mary Jane, Mobt, N York.
 Scar A. J. Ward, Robbins, Accomac, Va.
 Scar A. Hopkins, Phillips, Accomac, Va.
 Scar E. P. Cooke, New York, Baltimore, 10 days.
 Scar Mary Anne, Baylis, Virginia.

Master Thomas Swan, Greece, Baltimore, with mds, to
 John Riley
 Steamer Delaware, Copas, Boston
 Steamer of J N Harris, South, New London.
 The ship Allard Gallin, from Newport, E, did not arrive at
 its port on the 3d inst, as erroneously stated, but at Havana
 on the 25th ult. The error arose from the report of the vessel
 not having in as an arrival, Captain Storer having kindly
 forwarded it from Havana.
 BELOW
 Ship Concord, Duage, from Havre Dec 27.
 Also due brig.
 SAILED.
 Ship Yokohama, Liveri, out; bark F Deming, Rio Grande.

HERALD MARINE CORRESPONDENCE.
PHILADELPHIA, March 6.—arr ship Carlos, Hoffman, owners; tobrs Paez, Wilson, Laguerre; Irma, Robert, Jura.
U.S. Steamer, City of New York, Mathews, Boston; brig John Ham, Bunker, Hainsburg, tobrs Richd Vaut, Frank Noble; Hops W Gandy, Prank, Providence.
Miscellaneous and Disasters.
See arrivals at this port.

The bark *Valkyrie*, wharfed from Accra, West Coast of Africa, for New York, with a cargo of palm oil and ivory, lost her rudder and drifted from SW on the night of Tuesday, 4th inst. and was able to within five miles of Long Is. and shore, near Shinnecock Inlet, and three miles to the eastward of Quogue, when she was brought to an anchor in seven fathoms of water, and within half a mile of the bar. Steamships have been sent down to bring her into port. The vessel is consigned to J. A. Macha and her cargo to Filangieri Bros.

The ship *Sierra Nevada*, Penzance, for San Francisco, is ashore on the tidal end of Pomer Shoal, and will probably be off at high water.

BARK DAVID NICKELS—The Portland Argus of the 21st lists the following participants of the loss of the bark David Nickels:

On Monday morning, about 2 o'clock, as the bark David Nickels, of Newport, was coming into our harbor, making eight knots an hour, and just abreast of Portland Light, she was struck by a schooner, which was coming from the south, at eight miles an hour, almost immediately. The captain and crew were all on deck, and took to their heels, but took refuge at once in the rigging, their quarters were heard on board the revenue cutter Caleb Cushing.

the men, and without immediately suspending all other work, he returned to a search for the missing men. He was able to distinguish nothing. They took six men from the brig, and carried them on board the cutter; and leaving the captain and two of the men had previously left the cutter, he returned to the brig, and found the two men strapped after them. They found the two men, but the captain could not be discovered, having undoubtedly sunk under the strain from exhaustion. He was trying to save himself on a single plank, and the end of the rope was fast to the mast, and he was no longer there. Three or four of the men were frost bitten; one of them was nearly dead yesterday, and it was doubtful whether he would recover. The crew of the cutter in the boat, finding that the men were not coming, and that the cutter was very scarce, and even their stockings were nearly gone, they were done on board the cutter by the captain, officers, and

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SHIP R. L. GILCHRIST—The ship R. L. Gilchrist has returned to New Orleans, after very great exertions of the Towboat Association in saving the vessel. She now lies in the Third District. The crew has been discharged the balance of her cargo, which is fully damaged.

SHIP NEW YORK, Mobile, hence for Mobile before vaguely reported lost, was wrecked on the 7th ult. on Anaco. It is stated that the vessel and cargo are a total loss. Crew saved.

SHIP NEPTUNE (of Boston), Gibbs, from Baltimore bound to New Orleans in ballast, was wrecked on the 11th ult. on the Grand River.

A SUNKEN SCUT, made heads painted white, and about 10 feet long, which was drifted 2 1/2 mi. about 1.30 p.m. beyond

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Notices to Mariners.
THEIR LORDSHIPS LIGHTHOUSE, NORTHWEST COAST OF IRELAND.
Notice is hereby given that the following light has been received at this office, that a Station 5
has been erected on Rathlin-Burne Island, county Donegal,
on which a light will be exhibited on the nights of the 14th day
of April next, 1886, and thereafter will be lighted during every
fine calm day from sunrise to sunset.
The position and appearance of the light will be given in the
Nautical Almanac, and by Mr. Halpin, superintendent of lighthouses:—
Rathlin-Burne lighthouse is built on the outer point of
the island of Rathlin, county Donegal, in the 56th degree of
latitude, 54 minutes 29 seconds N., and on 9 degrees 56 minutes
west longitude.

from Malinore Head SW $\frac{1}{2}$ W distant 23 nautical miles;
from Carrigan Head (Donaghy Bay), NW by N distant 5 $\frac{1}{2}$ nautical miles;
from Carrigan Head (Donaghy Bay), N by E distant 19 nautical miles.

The light will be a flashing light (fixed, varied by flashes), flashing once in every 20 seconds, and in clear weather will be visible at a distance of about 15 miles; its flash will last 116 feet above the level of the ocean at high water. The light will be visible all around, and from seaward will appear as the natural rock or light between the bearings of SW $\frac{1}{2}$ S and NW $\frac{1}{2}$ W, and of red towers of red towers the main land and land seaward of the island.

The light will be 45 feet in height from base to summit—i.e. from the top of the dome to the top of the tower, together with the block-

beings unless when piloted through the sound, should be outside the limits of the red color of the light.
The red rays extend $\frac{1}{4}$ of a mile off the west side of Rathlin o-
ne.
The beavings stand are magnetic. Variation 29 deg W.
By order of the Lighthouse Board.
THORNTON A JENKIN, Secretary.

THE AUSTRALIA-REVOLVING LIGHT ON TROUBLESHOON ISLAND.
The information has been received at this office that the pri-
vate authorities at Port Adelaide, South Australia, have
given notice that a new light would be established on Trou-
bleshoon Island, St Vincent Gulf, on or about the last of January,
the light is revolving, showing a bright light (which lasts for

The light is placed on an elevation of 30 feet above the level of the sea, and will be visible from the track of a ship in clear weather for a distance of 10 miles. The lightburns stants in the centre of the island in lat 32 36' ; long 150 00 S; lon 157 deg 52 sec S; Greenwich.

Direction.—Vessels bound through Investigator Strait into Ross Sea will be able to make the lightburns light on N 45 E bearing 10 miles. Vessels bound from Ross Sea will see the lightburns light on W 85 E; N to pass it at a distance of 1 mile, bringing it to bear W by N 30 S; thence a course NE 1/2 N 70 miles will reach a depth 1 mile. *Placerville* Port Adelaide Light

Vessel from the westward and southward should not approach the Trobriand light nearer than four miles, whereby it find soundings in from 10 to 15 fathoms.
 Vessels bound down the Gulf in westerly gales will find more decrease under the lee of Trobriand Island than the light being S.W. about 15 miles distant, in 8 fathoms near a clean dry bottom.
 Courses and bearings are magnetic. Variation 5 deg E.
 By order of the Light-house Board.
 TH. BENTON JUNIORS, Secretary.